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Impact of Travel on State Economies 1985

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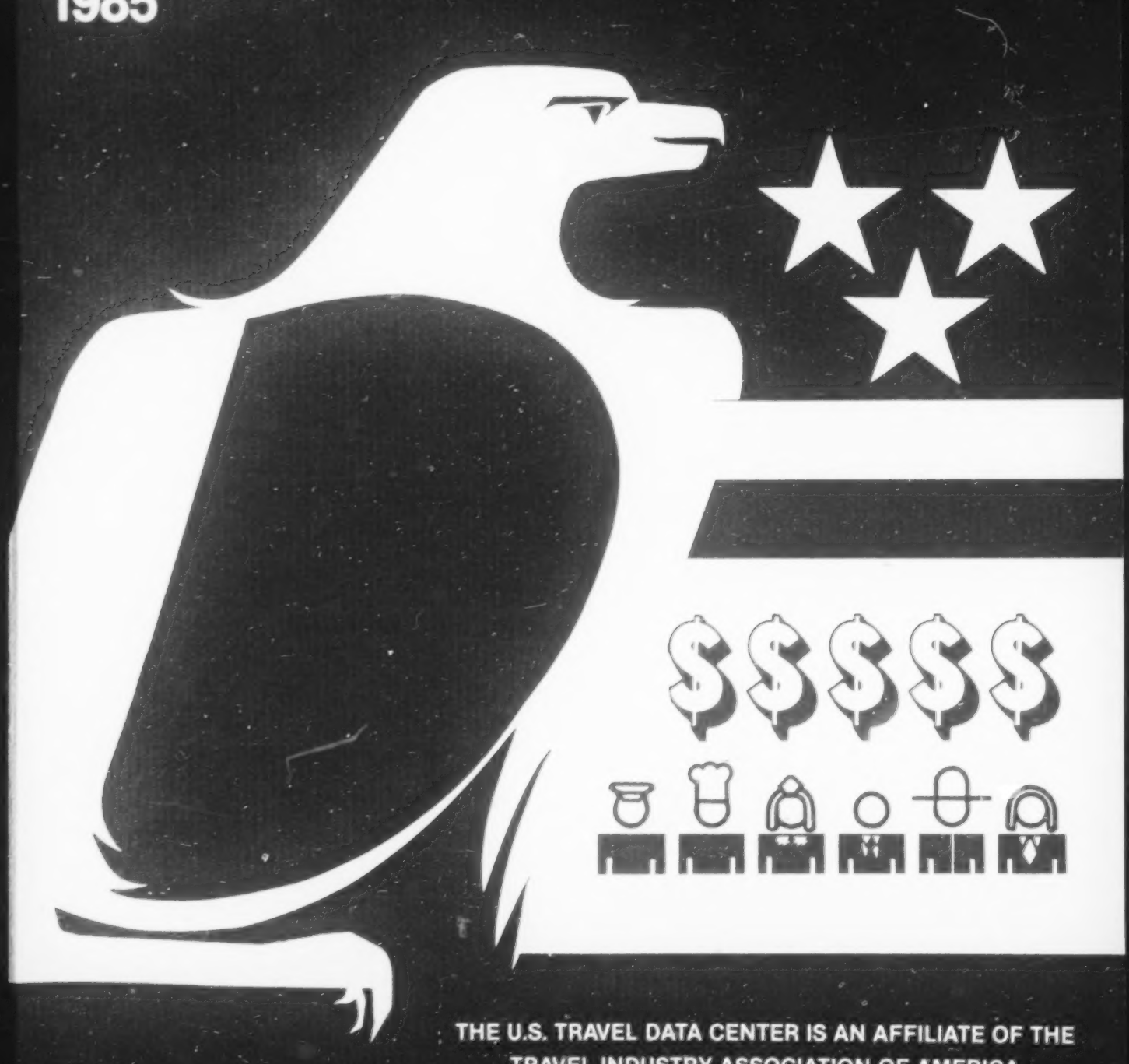

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THE IMPACT OF TRAVEL ON STATE ECONOMIES 1985

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THE U.S. TRAVEL DATA CENTER IS AN AFFILIATE OF THE TRAVEL INDUSTRY ASSOCIATION OF AMERICA

The U. S. Travel Data Center is the national, non-profit center for travel and tourism research. Since its establishment in 1973, the Data Center has devoted itself to advancing the common interests of the travel industry and the public it serves by encouraging, sponsoring and conducting statistical, economic, and scientific research concerning travel, the travel industry and travel-related industries. In pursuit of this objective, the Data Center gathers, analyzes, publishes and disseminates the results of such research, and cooperates with all government agencies, private industry and academic institutions with similar purposes and objectives.

The US Travel Data Center is an affiliate of the Travel Industry Association of America (TIA), the national non-profit association representing all components of the U.S. travel industry, the third largest retail industry in the United States.

Rossi Ralenkotter, Chairman

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EXECUTIVE SUMMARY

- U.S. residents and foreign visitors spent $255 billion traveling in America during 1985, an 8.4 percent increase over the previous year.
- These expenditures directly generated 5.0 million jobs paying $55 billion in wages and salaries.
- Travel spending in America generated $30 billion in tax revenue for federal, state and local governments.
- California garnered the largest share of travel spending in the U.S. during 1985 with 13 percent of the total market followed by Florida with nearly eight percent.
- 14 states posted double-digit increases in travel spending during 1985.
- No states suffered a decline in travel spending in 1985.
- In 15 states, jobs directly generated by travel spending exceeded those generated by all other private industries during 1985. The travel industry was among the top three employers in 39 states.
- Nevada has the highest share of employment that is travel generated, nearly 32 percent.
- On the average, every $51 thousand spent on travel in the U.S. directly supported one job in 1985.

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INTRODUCTION

The estimates of the economic impact of travel contained in this volume are the product of the Travel Economic Impact Model (TEIM), an economic model developed expressly to indicate the expenditures, employment, payroll, business receipts and tax revenue generated by travel away from home in the U.S.

The conceptual development of the model was funded by the Bureau of Land Management of the U.S. Department of the Interior in 1975. Since that time, the TEIM has been expanded to reflect the availability of improved data and has been computerized. While not detailed here, the model has also been extended to produce improved county-level estimates of travel impact. The data contained in this report and others in this series are the only estimates of the economic impact of travel available for all 50 states and the District of Columbia.

Benchmark estimates of travel spending in each state and the employment, payroll income, and tax revenue generated by them, were developed for 1977 based upon the U.S. Census Bureau's National Travel Survey and Censuses of Service Industries and Retail Trade. Based on benchmark data obtained from the 1982 Census of Service Industries and Retail Trade, the TEIM time series on travel's impact on each state have been revised. Last year's report contained revised impact estimates going back to 1982. Estimates in this report and last year's report are not comparable to prior years due to the revision.

The Data Center views the model as a continuing, evolving project producing annual estimates. It is hoped that this publication will stimulate discussion and criticism of the TEIM to promote further development and improvement. Users of these data are encouraged to communicate their reactions, both positive and negative, to the Data Center in the interests of progress in travel research.

The individual state estimates should not necessarily be viewed as substitutes for major state research projects on the impact of travel and tourism. Rather, the user should compare the methodologies and results, and draw his/her own conclusions regarding the validity of differing approaches and estimates.

In the Appendices, the Travel Economic Impact Model is summarized, and a glossary of terms is provided. Research sources used in producing these estimates are also listed.

1985 TRAVEL EXPENDITURES IN THE U.S.

During 1985, Americans spent $242 billion in the U.S. on travel away from home. This includes expenditures while traveling away from home overnight or to places 100 miles or more away from home. Domestic travel spending for 1985 increased 8.6 over the previous year.

As indicated in Table 1, foodservice accounted for twenty-five percent of travel spending in 1985, to lead all categories. If auto and public transportation categories are combined, however, they account for 41 percent of the total.

Traveler expenditures for entertainment and recreation had the largest increase over 1984, thirteen percent. Auto transportation recorded the smallest increase in travel expenditures, five percent, due primarily to a very moderate rise in gasoline prices during the year.

Table 1: 1985 Travel Expenditures in the U.S.

Expenditure category	Expenditures ($ billions)	Percent of U.S. total	Percent change from 1984
Public transportation	$ 58.7	24.2%	9.0%
Auto transportation	40.0	16.5	5.0
Lodging	39.2	16.2	9.8
Foodservice	61.0	25.2	6.8
Entertainment and recreation	23.4	9.7	13.4
General retail trade	20.0	8.3	11.9
U.S. total	$242.4	100.0	8.6%
U.S. territories	1.1		13.8%
Foreign visitor-generated	11.7		2.7%
Grand total	$255.2		8.4%

Note: details may not add to totals due to rounding.
Source: U.S. travel Data Center

Traveler spending for hotel/motel lodging, which rose nearly ten percent during 1985, should be distinguished from total receipts of commercial lodging facilities. The latter includes all receipts from hotels, motels and motor hotels for rooms, food, and beverages, concessions, telephone service, valet and other services to customers. The TEIM cannot distinguish meals purchased in restaurants operated by hotels and motels from those purchased in separate restaurants. Consequently, some of the food purchases estimated by the model took place in commercial lodging facilities although attributed herein to "foodservice."

This explains how changes in lodging expenditures by travelers may differ from variations in total lodging industry receipts as reported by the U.S. Bureau of the Census and other organizations. Moreover, this convention also affects TEIM estimates of travel-generated payroll and employment for lodging and foodservice.

Data on visitor expenditures and their impact were obtained from the official travel development offices in American Samoa, Guam, the Marianas, Puerto Rico and the U.S. Virgin Islands. Based on these reports, the Data Center estimates that U.S. visitors to these U.S. territories spent $1,073 million in 1985, up 13.8 percent from the previous year.

According to the U.S. Department of Commerce, foreign visitors in 1985 spent $11,633 million while traveling in the U.S. and its territories, an increase of 2.7 percent over 1984. This was primarily a result of an expensive U.S. dollar in terms of major foreign currencies and relatively moderate gains in worldwide economies. This spending figure covers foreign traveler expenditures in the U.S., and excludes receipts of U.S. carriers for international transportation of foreign nationals.

Total U.S. residents and foreign visitors spent $255 billion on travel in the U.S. and its territories during 1985, an annual increase of 8.4 percent. Total travel spending in the U.S. represented 6.4 percent of the nation's gross national product (GNP) during 1985. This also compares favorably to the 6.2 percent annual growth rate for the GNP in 1985.

Table 2 indicates U.S. travel spending during 1985 in six categories by state visited. Foreign visitor expenditures for 1985 are excluded due to a lack of data at this time. In late 1987 or early 1988, a study to be conducted by the Data Center, The Impact of Foreign Visitors on State Economies, will be released which will provide a detailed account of foreign visitors' economic impact by state and by expenditure type.

Table 2 comprises total spending by U.S. travelers in the fifty states and the District of Columbia, representing sales and gross receipts paid. The average state enjoyed $4.8 billion in U.S. travel spending in 1985; seventeen states exceeded this. In

total, 43 states including the District of Columbia, received more than one billion dollars from U.S. travelers.

Table 3 provides analytical information on U.S. travel spending in each state: percent change from the previous year, share of U.S. travel expenditures, and rank by volume of expenditures in each state. Delaware experienced the largest percentage gain of any state with an increase of 19 percent in travel spending. Fourteen states in all posted double-digit advances over 1984.

No states during 1985 suffered a decline in travel expenditures. California led all other states in travel spending with $32.5 billion during 1985. Florida and New York followed with $18.6 and $16.5 billion. On the other hand, Rhode Island with $488 million in travel expenditures, ranked last among all states.

Table 2: 1985 U.S. Domestic Travel Expenditures For All Trips
($ Millions)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
Alabama	$ 196.2	$ 351.6	$ 328.0	$ 507.9
Alaska	347.3	127.9	136.0	217.7
Arizona	986.5	876.5	769.7	1,073.9
Arkansas	112.2	389.9	275.0	657.3
California	9,357.1	5,078.7	4,866.6	8,155.4
Colorado	1,191.1	642.5	810.2	1,288.8
Connecticut	1,020.3	758.6	220.0	376.5
Delaware	68.2	110.4	147.1	206.4
Florida	3,411.2	3,032.4	3,905.1	5,255.7
Georgia	928.7	1,273.6	827.1	1,329.1
Hawaii	531.5	277.0	1,014.4	653.6
Idaho	112.6	128.4	122.0	426.9
Illinois	3,487.0	1,315.9	1,122.6	1,604.3
Indiana	560.3	632.4	354.5	821.0
Iowa	372.1	406.7	212.5	567.5
Kansas	424.6	444.2	171.0	474.6
Kentucky	250.4	721.5	300.8	609.1
Louisiana	646.2	1,062.6	525.1	980.7
Maine	115.1	188.4	478.3	596.7
Maryland	1,498.6	462.8	506.6	1,208.4
Massachusetts	1,954.0	983.3	1,055.2	1,053.8
Michigan	1,808.6	1,329.1	1,269.6	1,550.7
Minnesota	1,366.6	901.6	788.4	1,244.2
Mississippi	150.8	296.8	174.3	446.3
Missouri	1,438.5	1,023.5	811.7	975.1
Montana	38.1	131.2	170.9	233.9
Nebraska	229.0	303.0	136.5	363.7
Nevada	513.3	612.6	1,114.3	1,151.6
New Hampshire	172.5	195.4	469.7	410.5
New Jersey	5,362.8	741.5	1,278.6	2,335.9

Table 2: 1985 U.S. Domestic Travel Expenditures For All Trips
($ Millions) (Continued)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
New Mexico	$ 304.1	$ 278.8	$ 246.3	$ 619.8
New York	4,155.8	2,851.7	3,404.3	4,112.9
North Carolina	864.3	882.4	1,115.7	1,680.3
North Dakota	100.8	206.1	66.6	164.3
Ohio	1,855.8	1,470.3	716.9	1,704.5
Oklahoma	672.4	430.0	305.0	870.5
Oregon	404.9	451.2	326.9	798.3
Pennsylvania	2,527.5	1,395.4	1,308.6	2,433.2
Rhode Island	133.4	98.5	69.0	113.7
South Carolina	315.6	581.9	704.5	1,117.2
South Dakota	61.2	122.0	111.1	162.4
Tennessee	608.7	622.3	578.1	1,185.1
Texas	4,285.6	2,866.1	2,275.5	3,689.5
Utah	413.4	233.2	281.4	545.6
Vermont	68.5	94.3	264.6	527.2
Virginia	1,006.3	813.6	1,099.0	1,527.3
Washington	1,275.1	582.6	440.8	900.9
West Virginia	90.7	350.9	279.7	336.4
Wisconsin	453.9	633.2	766.5	1,252.9
Wyoming	95.7	167.5	164.5	208.8
District of Columbia	356.0	116.2	324.7	307.9
Total	$58,701.1	$40,047.9	$39,211.1	$61,035.4

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Table 2: 1985 U.S. Domestic Travel Expenditures For All Trips ($ Millions) (Continued)

State	Entertainment and Recreation	General Retail Trade	Total
Alabama	$ 164.8	$ 204.3	$ 1,752.8
Alaska	39.9	49.7	918.5
Arizona	301.2	380.9	4,388.6
Arkansas	191.6	244.1	1,870.0
California	2,402.9	2,646.7	32,507.4
Colorado	593.6	479.0	5,005.2
Connecticut	128.8	130.7	2,634.9
Delaware	62.9	65.3	660.4
Florida	1,381.5	1,656.0	18,641.7
Georgia	416.4	447.4	5,222.3
Hawaii	135.5	169.1	2,781.1
Idaho	78.4	106.4	974.6
Illinois	557.7	574.3	8,661.8
Indiana	271.8	325.2	2,965.1
Iowa	165.1	193.6	1,917.5
Kansas	161.6	185.8	1,861.9
Kentucky	192.2	216.0	2,290.0
Louisiana	279.8	295.3	3,789.7
Maine	166.1	185.1	1,729.8
Maryland	305.9	364.1	4,346.2
Massachusetts	291.1	328.4	5,665.7
Michigan	622.8	591.4	7,172.2
Minnesota	477.6	431.1	5,209.4
Mississippi	134.3	166.1	1,368.5
Missouri	347.9	379.7	4,976.3
Montana	79.0	88.6	741.7
Nebraska	115.2	132.1	1,279.5
Nevada	3,238.4	281.4	6,911.5
New Hampshire	167.1	146.8	1,561.9
New Jersey	2,528.6	685.7	12,933.0

Table 2: 1985 U.S. Domestic Travel Expenditures For All Trips
($ Millions) (Continued)

State	Entertainment and Recreation	General Retail Trade	Total
New Mexico	$ 177.9	$ 176.9	$ 1,803.8
New York	970.9	1,042.1	16,537.6
North Carolina	533.4	591.7	5,667.8
North Dakota	45.1	64.9	647.8
Ohio	517.4	584.5	6,849.4
Oklahoma	299.3	325.1	2,902.3
Oregon	230.7	250.0	2,462.0
Pennsylvania	789.6	866.6	9,320.9
Rhode Island	33.2	40.1	487.9
South Carolina	306.5	360.0	3,385.7
South Dakota	53.6	65.8	576.2
Tennessee	388.3	373.2	3,755.7
Texas	1,235.8	1,333.0	15,685.4
Utah	187.6	191.1	1,852.2
Vermont	141.0	132.1	1,227.7
Virginia	396.9	461.9	5,305.0
Washington	317.8	319.2	3,836.5
West Virginia	115.3	125.1	1,298.1
Wisconsin	532.6	425.6	4,064.6
Wyoming	87.9	80.2	804.6
District of Columbia	61.8	65.6	1,232.2
Total	$23,422.1	$20,025.0	$242,442.5

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Table 3: 1985 U.S. Domestic Travel Expenditures For All Trips, State Ranking, Shares And Percent Change

State	1985 Travel Expenditures ($ Millions)	Change from 1984 (Percent)	Share of U.S. Total (Percent)	Rank
Alabama	$ 1,753	8.0%	0.73%	36
Alaska	919	1.8	0.38	45
Arizona	4,389	14.2	1.82	18
Arkansas	1,870	2.6	0.78	32
California	32,507	13.9	13.41	1
Colorado	5,005	7.9	2.07	16
Connecticut	2,635	8.5	1.09	28
Delaware	660	18.8	0.28	48
Florida	18,642	5.4	7.69	2
Georgia	5,222	7.4	2.16	14
Hawaii	2,781	9.8	1.15	27
Idaho	975	4.2	0.41	44
Illinois	8,662	11.2	3.58	7
Indiana	2,965	6.9	1.23	25
Iowa	1,917	8.4	0.80	31
Kansas	1,862	7.4	0.77	33
Kentucky	2,290	2.9	0.95	30
Louisiana	3,790	1.3	1.57	22
Maine	1,730	12.9	0.72	37
Maryland	4,346	14.2	1.80	19
Massachusetts	5,666	8.1	2.34	12
Michigan	7,172	14.1	2.96	8
Minnesota	5,209	5.1	2.15	15
Mississippi	1,369	9.2	0.57	39
Missouri	4,976	5.8	2.06	17
Montana	742	2.1	0.31	47
Nebraska	1,280	2.2	0.53	41
Nevada	6,912	7.0	2.86	9
New Hampshire	1,562	3.9	0.65	38
New Jersey	12,933	13.0	5.34	5

Table 3: 1985 U.S. Domestic Travel Expenditures For All Trips, State Ranking, Shares And Percent Change (Continued)

State	1985 Travel Expenditures ($ Millions)	Change from 1984 (Percent)	Share of U.S. Total (Percent)	Rank
New Mexico	$ 1,804	4.5%	0.75%	35
New York	16,538	5.2	6.83	3
North Carolina	5,668	7.9	2.34	11
North Dakota	648	3.1	0.27	49
Ohio	6,849	6.5	2.83	10
Oklahoma	2,902	4.1	1.20	26
Oregon	2,462	6.9	1.02	29
Pennsylvania	9,321	11.3	3.85	6
Rhode Island	488	13.2	0.21	51
South Carolina	3,386	12.2	1.40	24
South Dakota	576	4.4	0.24	50
Tennessee	3,756	12.7	1.55	23
Texas	15,685	4.5	6.47	4
Utah	1,852	5.2	0.77	34
Vermont	1,228	3.9	0.51	43
Virginia	5,305	12.6	2.19	13
Washington	3,836	11.1	1.59	21
West Virginia	1,298	2.2	0.54	40
Wisconsin	4,065	5.4	1.68	20
Wyoming	805	3.3	0.34	46
District of Columbia	1,232	7.7	0.51	42
Total	$242,443	8.6%	100.00%	

Note: Details may not add to total due to rounding
Source: U.S. Travel Data Center

1985 TRAVEL-GENERATED BUSINESS RECEIPTS

Travel-generated business receipts differ from travel expenditures by excluding federal, state, local and territorial retail sales, hotel occupancy, admission and other taxes collected by establishments directly from customers and paid directly to taxing authorities. These estimates are useful for comparison with business sales and receipts data published by the U.S. Department of Commerce.

In 1985, travel-related businesses in the 50 states and the District of Columbia enjoyed sales of nearly $235 billion from American residents traveling within the U.S. This represents an 8.5 percent increase over the 1984 total.

As indicated in Table 4, the public transportation sector generated 25 percent of total travel-generated business receipts. The foodservice industry accounted for slightly less than 25 percent of total business receipts. Included in this total are food and beverage services in hotels and motels as well as other retail eating and drinking places. Consequently, the business receipts shown below for the lodging industry will be smaller than most published estimates because they exclude revenue from food and beverage service.

Table 4: Travel-generated Business Receipts in the U.S., 1985

Industry category	Business receipts (billions)	Percent of U.S. total	Percent of expenditures
Public transportation	$ 58.7	25.0%	100.0%
Auto transportation	38.9	16.6	97.2
Lodging	37.6	16.0	95.8
Foodservice	57.9	24.7	94.9
Entertainment and recreation	22.4	9.5	95.5
General retail trade	19.0	8.1	94.9
U.S. total	$234.5	100.0	96.7%
U.S. territories	1.0		
Foreign visitor-generated	11.3		
Grand total	$246.8		

Note: details may not add to totals due to rounding.
Source: U.S. travel Data Center

Overall, travel-generated business receipts comprise 97 percent of travel spending in the U.S. The balance is accounted for by retail sales taxes. Among the categories, the proportions range from 95 percent for foodservice and general retail trade to more nearly 100 percent for public transportation. This indicates foodservice and retail trade are taxed more heavily at the retail level as compared to public transportation.

The Data Center estimates business receipts resulting from U.S. visitor spending in the U.S. territories totaled a little over one billion dollars in 1985. Foreign visitor expenditures produced $11.3 billion, but currently cannot be distributed among the business categories or the states as U.S. traveler generated receipts can.

During 1985, all travelers in the U.S. and its territories produced nearly $246.8 billion in sales revenue for American business firms.

Table 5 details how business receipts produced by U.S. travel expenditures are distributed among six industry categories for each of the fifty states and the District of Columbia. Businesses in the average state earned receipts of $4.6 billion in 1985.

The states' ranking generally follows travel expenditures. California was first in travel-generated business receipts with $31 billion and Florida followed with $18 billion. In all, five states enjoyed more than $10 billion in these business receipts, while 43 showed more than $1 billion.

At the other end of the scale, Rhode Island indicates less than $500 million in travel-generated business receipts.

Table 5: 1985 U.S. Domestic Travel-Generated Business Receipts
($ Millions)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
Alabama	$ 196.2	$ 348.9	$ 316.7	$ 481.9
Alaska	347.3	127.7	135.6	216.6
Arizona	984.4	866.5	742.8	1,013.8
Arkansas	112.2	388.6	267.5	626.0
California	9,357.1	4,791.2	4,604.9	7,693.8
Colorado	1,191.1	634.7	783.8	1,228.8
Connecticut	1,020.3	735.2	207.0	350.2
Delaware	68.2	109.8	144.0	206.4
Florida	3,411.2	2,888.0	3,724.6	5,005.4
Georgia	925.6	1,236.5	795.8	1,290.4
Hawaii	530.3	266.3	943.7	628.5
Idaho	112.6	127.2	118.5	410.5
Illinois	3,487.0	1,248.2	1,053.5	1,506.8
Indiana	560.3	599.0	333.6	769.1
Iowa	372.1	403.2	200.9	545.6
Kansas	424.6	440.6	165.4	458.6
Kentucky	250.4	717.1	288.7	580.1
Louisiana	646.2	1,052.7	493.6	919.6
Maine	115.1	185.8	469.3	568.3
Maryland	1,498.6	451.6	473.2	1,150.8
Massachusetts	1,954.0	968.2	1,009.1	1,003.6
Michigan	1,808.6	1,277.9	1,251.7	1,491.1
Minnesota	1,366.6	888.6	765.8	1,169.3
Mississippi	150.5	281.2	163.0	417.1
Missouri	1,438.5	980.2	790.8	927.1
Montana	38.1	131.2	170.9	233.9
Nebraska	229.0	298.5	129.3	344.7
Nevada	513.3	611.8	1,086.0	1,129.0
New Hampshire	172.5	195.4	462.7	410.5
New Jersey	5,362.8	716.4	1,229.0	2,203.7

Table 5: 1985 U.S. Domestic Travel-Generated Business Receipts
($ Millions)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
New Mexico	$ 302.9	$ 277.3	$ 231.4	$ 579.3
New York	4,155.8	2,719.8	3,269.0	3,843.8
North Carolina	864.3	876.6	1,094.8	1,615.7
North Dakota	100.8	205.0	63.7	158.0
Ohio	1,855.8	1,430.7	660.4	1,558.1
Oklahoma	668.5	428.2	294.4	832.0
Oregon	404.9	451.2	319.9	798.3
Pennsylvania	2,524.1	1,373.3	1,255.6	2,295.4
Rhode Island	133.4	96.5	66.2	107.3
South Carolina	315.6	574.5	671.7	1,058.9
South Dakota	61.2	121.6	107.7	155.4
Tennessee	608.7	612.4	540.2	1,103.1
Texas	4,285.6	2,825.5	2,201.2	3,509.8
Utah	413.4	229.6	269.9	516.6
Vermont	68.5	94.3	258.5	497.4
Virginia	1,006.3	799.1	1,057.9	1,468.2
Washington	1,275.1	571.4	405.8	841.7
West Virginia	90.7	350.4	274.2	320.4
Wisconsin	453.9	626.5	750.7	1,193.2
Wyoming	95.2	166.8	159.6	201.6
District of Columbia	356.0	109.3	296.2	285.1
Total	$58,685.3	$38,908.0	$37,570.0	$57,919.9

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Table 5: 1985 U.S. Domestic Travel-Generated Business Receipts ($ Millions) (Continued)

State	Entertainment and Recreation	General Retail Trade	Total
Alabama	$ 156.4	$ 193.9	$ 1,693.8
Alaska	39.7	49.4	916.3
Arizona	284.3	359.5	4,251.4
Arkansas	182.4	232.5	1,809.1
California	2,396.9	2,496.9	31,340.8
Colorado	566.0	456.8	4,861.2
Connecticut	117.1	121.6	2,551.4
Delaware	62.9	65.3	656.7
Florida	1,315.7	1,577.1	17,921.9
Georgia	404.3	434.4	5,086.9
Hawaii	130.3	162.6	2,661.7
Idaho	75.4	102.3	946.5
Illinois	557.7	539.4	8,392.7
Indiana	271.8	304.7	2,838.4
Iowa	158.8	186.2	1,866.8
Kansas	156.1	179.5	1,824.8
Kentucky	183.0	205.7	2,225.1
Louisiana	262.3	276.9	3,651.2
Maine	166.1	176.3	1,680.9
Maryland	291.3	346.7	4,212.2
Massachusetts	291.1	312.8	5,538.7
Michigan	622.8	568.7	7,020.8
Minnesota	448.8	405.2	5,044.3
Mississippi	125.5	155.2	1,292.5
Missouri	330.8	361.0	4,828.3
Montana	79.0	88.6	741.7
Nebraska	109.2	125.3	1,236.1
Nevada	2,850.7	275.9	6,466.6
New Hampshire	167.1	146.8	1,554.8
New Jersey	2,385.5	646.8	12,544.2

Table 5: 1985 U.S. Domestic Travel-Generated Business Receipts ($ Millions) (Continued)

State	Entertainment and Recreation	General Retail Trade	Total
New Mexico	$ 166.2	$ 165.4	$ 1,722.5
New York	907.4	973.9	15,869.7
North Carolina	528.1	568.9	5,548.3
North Dakota	43.4	62.4	633.3
Ohio	517.4	534.3	6,556.5
Oklahoma	286.1	310.7	2,819.9
Oregon	230.7	250.0	2,455.0
Pennsylvania	789.6	817.6	9,055.6
Rhode Island	33.2	37.9	474.4
South Carolina	306.5	341.2	3,268.4
South Dakota	51.6	63.0	560.3
Tennessee	361.6	347.4	3,573.3
Texas	1,186.9	1,268.1	15,277.1
Utah	177.6	180.9	1,787.9
Vermont	135.6	127.0	1,181.3
Virginia	392.9	444.0	5,168.4
Washington	296.9	298.3	3,689.3
West Virginia	109.8	119.2	1,264.6
Wisconsin	507.2	405.3	3,936.8
Wyoming	84.8	77.5	785.5
District of Columbia	58.3	61.9	1,166.6
Total	$22,360.8	$19,008.4	$234,452.4

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

1985 TRAVEL-GENERATED PAYROLL INCOME

Domestic travel spending by U.S. residents directly generated $52 billion in wage and salary, or payroll, income during 1985. This was a ten percent rise over the previous year and exceeded the increase in total U.S. wage and salary disbursements (7.0 percent). Table 6 shows the distribution of payroll income directly generated by travel spending in the states among broad industry categories.

Payroll generated by travel spending in foodservice facilities accounted for approximately 29 percent of the total, followed by public transportation with nearly 28 percent. Travel arrangement, general retail trade, and auto transportation accounted for the smallest proportions of the industry categories.

The category with the highest growth rate in travel-generated payroll was travel arrangement, comprising travel agents and tour operators, with an increase of sixteen percent. General retail trade experienced a thirteen percent rise in travel-generated payroll in 1985.

Table 6: Travel-generated Payroll in the U.S., 1985

Industry category	Payroll ($billions)	Percent of U.S. total	Percent change from 1984
Public transportation	$14.5	27.9%	9.4%
Auto transportation	2.7	5.1	7.3
Lodging	9.4	18.0	11.7
Foodservice	14.8	28.5	8.4
Entertainment and recreation	5.9	11.3	7.3
General retail trade	2.4	4.7	13.4
Travel arrangement	2.3	4.4	15.9
U.S. total	$52.0	100.0	10.0%
U.S. territories	0.2		19.5%
Foreign visitor-generated	2.5		7.5%
Grand total	$54.7		9.9%

Note: details may not add to totals due to rounding.
Source: U.S. Travel Data Center

U.S. travelers in our territories generated $227 million in wage and salary income. Foreign visitors in the states and territories accounted for $2.5 billion in U.S. payroll.

Total U.S. wage and salary income directly generated by spending of all travelers in the states and territories reached $55 billion in 1985, an increase of ten percent over the previous year. This exceeded the growth rate for total U.S. wage and salary disbursements in 1985.

A dollar of travel spending generates different amounts of payroll income in different sectors of the travel industry depending on labor content of the service and the wage structure. For example, public transportation accounts for 24 percent of travel spending but 28 percent of travel-generated payroll. This reflects the relatively high wage structure in public transportation and the importance of labor in producing this service.

Auto transportation, on the other hand, requires less labor per dollar of receipts, and gasoline service station employees receive relatively low wages. Consequently, auto transportation comprises approximately seventeen percent of U.S. travel spending, but only five percent of travel-generated payroll.

On the average, one dollar in travel spending directly generated 21 cents in wage and salary income during 1985. The ratio of payroll to employment for all travel-generated jobs in the U.S. was $10,921 per job, an increase of four percent over 1984. The average ranges from $25,601 in public transportation to $6,713 per job in foodservice. These figures reflect both the average hourly wage in each sector and the number of hours worked per job per year. Foodservice and lodging employment have relatively low payroll-per-job averages, due primarily to the seasonal nature of the business and part-time status of many of the jobs.

Table 7 displays payroll income generated by U.S. travelers in each of the 50 states and the District of Columbia during 1985.

The average state benefitted from $1.0 billion in U.S. travel-generated wage and salary income. California led all states with $7.3 billion of this income, followed by Florida with $3.9 billion. Seventeen states show more than one billion dollars of this wage and salary income.

On the other hand, six states indicated less than $200 million in travel-generated payroll for 1985, with South Dakota posting the lowest payroll of all states with $108 million.

Table 7: 1985 U.S. Travel-Generated Payroll ($ Millions)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
Alabama	$ 44.8	$ 21.3	$ 71.4	$ 116.9
Alaska	85.7	11.7	34.2	59.4
Arizona	252.2	57.3	191.3	264.5
Arkansas	27.5	24.2	57.2	154.3
California	2,[illegible]7	345.9	1,183.7	2,024.1
Colorado	[illegible].0	43.3	188.5	327.5
Connecticut	272.5	53.6	60.4	89.4
Delaware	37.1	7.4	27.6	50.8
Florida	788.8	201.3	884.0	1,267.1
Georgia	213.6	79.0	225.7	326.6
Hawaii	99.6	27.4	278.8	160.9
Idaho	24.6	8.1	29.4	103.7
Illinois	894.0	89.2	316.6	379.0
Indiana	162.5	37.3	98.2	195.0
Iowa	94.3	29.4	53.2	134.3
Kansas	99.2	27.8	45.8	118.4
Kentucky	62.7	42.7	75.7	142.3
Louisiana	164.0	65.8	140.7	241.6
Maine	28.1	13.7	83.6	140.9
Maryland	391.2	34.1	113.5	282.1
Massachusetts	449.3	63.5	238.1	250.1
Michigan	445.3	75.9	256.9	374.9
Minnesota	326.6	53.0	175.9	308.4
Mississippi	36.4	18.6	46.6	102.7
Missouri	351.9	67.8	188.2	238.0
Montana	7.3	9.0	40.6	56.4
Nebraska	57.1	21.3	34.3	82.5
Nevada	129.5	43.1	368.1	301.0
New Hampshire	43.2	12.8	82.6	103.0
New Jersey	1,433.8	65.2	289.4	529.8

Table 7: 1985 U.S. Travel-Generated Payroll ($ Millions)
(Continued)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
New Mexico	$ 78.3	$ 18.7	$ 58.3	$ 143.5
New York	959.2	194.1	790.6	1,007.4
North Carolina	218.7	56.3	225.1	406.2
North Dakota	25.0	13.8	17.0	38.3
Ohio	444.5	92.7	197.9	391.6
Oklahoma	174.3	28.6	70.0	212.0
Oregon	93.3	30.1	80.4	205.5
Pennsylvania	659.8	89.7	309.6	555.2
Rhode Island	37.6	7.4	16.1	27.6
South Carolina	76.8	34.2	150.3	257.4
South Dakota	14.8	7.3	23.8	38.9
Tennessee	149.8	38.6	139.1	300.5
Texas	1,017.8	198.2	537.4	907.9
Utah	103.7	16.6	68.5	132.8
Vermont	14.9	6.6	50.6	129.3
Virginia	244.0	60.9	282.5	386.0
Washington	294.8	36.9	127.1	225.2
West Virginia	21.1	21.1	57.7	80.4
Wisconsin	99.0	37.5	156.0	305.2
Wyoming	23.6	7.1	36.1	51.6
District of Columbia	145.5	9.3	104.4	82.6
Total	$14,523.7	$2,656.5	$ 9,378.3	$14,810.7

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Table 7: 1985 U.S. Travel-Generated Payroll ($ Millions)
(Continued)

State	Entertainment and Recreation	General Retail Trade	Travel Arrangement	Total
Alabama	$ 35.1	$ 26.1	$ 11.2	$ 326.8
Alaska	7.3	5.8	14.0	218.1
Arizona	70.8	48.6	30.3	914.9
Arkansas	41.0	28.7	5.2	338.0
California	683.3	320.9	383.9	7,253.5
Colorado	139.6	60.3	35.3	1,087.3
Connecticut	35.0	14.7	49.8	575.4
Delaware	14.2	7.6	5.8	150.4
Florida	378.8	206.0	141.8	3,867.8
Georgia	83.6	55.7	45.3	1,029.5
Hawaii	34.8	20.1	52.4	674.0
Idaho	17.8	13.3	5.5	202.2
Illinois	162.5	70.4	139.8	2,051.4
Indiana	62.7	40.1	19.4	615.3
Iowa	31.0	24.6	10.5	377.2
Kansas	36.4	23.7	19.4	370.8
Kentucky	50.1	26.2	8.8	408.7
Louisiana	50.6	36.9	17.2	716.7
Maine	41.2	19.0	3.6	329.9
Maryland	80.2	44.1	36.3	981.4
Massachusetts	64.8	35.8	118.6	1,220.2
Michigan	149.7	72.5	62.0	1,437.1
Minnesota	111.0	47.8	49.4	1,072.1
Mississippi	31.3	19.3	5.3	260.2
Missouri	80.2	45.9	47.6	1,019.6
Montana	16.5	11.8	4.1	145.7
Nebraska	24.3	15.0	8.9	243.4
Nevada	911.2	38.9	14.8	1,806.5
New Hampshire	43.8	15.9	7.6	308.8
New Jersey	663.7	78.6	96.4	3,156.8

Table 7: 1985 U.S. Travel-Generated Payroll ($ Millions)
(Continued)

State	Entertainment and Recreation	General Retail Trade	Travel Arrangement	Total
New Mexico	$ 41.6	$ 21.7	$ 6.9	$ 369.1
New York	194.6	121.7	278.3	3,545.9
North Carolina	112.7	76.2	24.8	1,120.0
North Dakota	9.8	7.6	2.2	113.7
Ohio	132.3	71.5	47.4	1,377.9
Oklahoma	65.8	38.9	13.9	603.5
Oregon	57.9	31.3	19.9	518.5
Pennsylvania	186.9	103.0	87.3	1,991.5
Rhode Island	8.0	4.6	7.7	109.1
South Carolina	67.7	47.5	9.4	643.2
South Dakota	11.9	7.9	2.9	107.5
Tennessee	97.5	46.0	23.2	794.6
Texas	270.9	165.0	146.8	3,244.0
Utah	36.2	23.1	12.9	393.8
Vermont	36.7	14.4	3.8	256.2
Virginia	95.5	57.1	43.6	1,169.6
Washington	76.1	41.5	69.1	870.8
West Virginia	27.2	15.6	2.3	225.4
Wisconsin	148.0	51.0	30.7	827.4
Wyoming	19.6	10.2	2.4	150.5
District of Columbia	12.2	8.9	19.9	382.7
Total	$5,861.3	$2,438.9	$2,305.3	$51,974.5

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

1985 TRAVEL-GENERATED EMPLOYMENT

U.S. travel expenditures on domestic trips directly generated 4.8 million jobs during 1985, a six percent increase from 1984. Table 8 displays the distribution of these jobs among major travel industry categories.

Foodservice accounted for nearly one-half of all travel-generated jobs in 1985. As discussed in earlier sections, a portion of this employment occurs in hotels and other lodging places rather than individual eating and drinking places and is often included in measures of total lodging employment.

Lodging while traveling away from home provided nearly nine-hundred thousand jobs, nearly one-fifth of total travel-generated employment, and accounts for more employment than all transportation components combined.

Table 8: Travel-generated Employment in the U.S., 1985.

Industry category	Employment (thousands)	Percent of U.S. total	Percent change from 1984
Public transportation	567	11.9%	5.4%
Auto transportation	221	4.6	3.8
Lodging	893	18.8	7.1
Foodservice	2,206	46.4	5.0
Entertainment and recreation	502	10.6	4.9
General retail trade	217	4.6	8.7
Travel arrangement	153	3.2	11.7
U.S. total	4,759	100.0%	5.7%
U.S. territories	21		14.3
Foreign visitor-generated	233		0.8%
Grand total	5,013		5.5%

Note: details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Employment in the travel arrangement sector, including travel agents and tour operators, increased slightly less than twelve percent, to lead all components. General retail trade showed the next largest rate of increase with a gain of nearly nine percent. Travel-generated employment in the auto transportation sector grew the least, four percent.

The spending of U.S. travelers in U.S. territories produced 21 thousand jobs. Foreign visitors to the U.S. accounted for 233 thousand U.S. jobs, an increase of 0.8 percent over 1984.

In total, travel expenditures in the U.S. directly generated 5.0 million full- and part-time jobs for American residents during 1985, 5.1 percent of total nonagricultural employment in the nation. The travel-generated employment growth rate of 5.5 percent from 1984 was considerably higher than the growth rate of overall U.S. employment which increased 3.3 percent.

The increase in the number of U.S. jobs attributable to travel spending in 1985 is not necessarily a net addition to the nation's employment. The increase is the sum of additional jobs created by rising travel activity and existing jobs that are now serving travel demand rather than local demand.

For example, an increase in foodservice employment in a state can be comprised of: a net increase in restaurant jobs due to more travelers purchasing meals, plus an increase in the number of existing workers serving tourists rather than local residents.

The ratio of travel expenditures to the jobs directly generated by them indicates the average amount of this spending required to directly support one job in the travel industry. The ratio for 1985 is $50,941, up nearly three percent from the previous year. This magnitude changes each year in response to changes in wage rates, the full-time/part-time/seasonal employment mix in the industry, and the distribution of travel spending among the industry components.

Table 9 offers perspectives on the importance of travel-generated employment in each state and the District of Columbia. U.S. resident domestic travel spending generated five percent of total nonagricultural payroll employment in this country during 1985.

Nevada is the most dependent state on travel and tourism for its jobs, with approximately 32 percent of total nonagricultural employment directly attributable to travel spending. Vermont and Hawaii also show double-digit shares of total employment attributable to travel.

At the other end of the spectrum, Alabama, Connecticut, and Rhode Island indicate less than three percent of their total payroll employment attributable to U.S. travel spending in 1985.

The importance of travel-generated employment in the states' economies for 1985 is also highlighted in Table 9 by the column showing the rank of this employment compared to all other private nonagricultural industries within the state. Total U.S. travel-generated employment is compared to each two-digit industry as defined under the Standard Industrial Classification (SIC) system. Agriculture and government are excluded due to lack of comparable data. For further discussion of this method, see Frechtling (1977) as listed in Appendix D.

U.S. travel away from home in 1985 directly generated more jobs than any other private industry in 15 states and is among the top three employers in 39 states. As Table 9 shows, in no state does travel place lower than eleventh among the 69 private major industry groups for which consistent employment data are available.

For the U.S. overall, employment directly generated by U.S. travel ranks second only to the health services industry. Appendix C contains a listing by state of the industry groups that exceeded travel in producing jobs during 1985.

Table 10 shows employment in each of the fifty states and the District of Columbia directly attributable to U.S. travel spending in 1985. California, with over 550 thousand jobs, led all states with twelve percent of the total. Florida followed with nearly 375 thousand jobs. In all, 16 states enjoyed more than one hundred thousand travel-generated jobs in 1985. The average state claimed 93 thousand jobs directly attributable to travel spending.

At the other end of the scale, Rhode Island had the fewest travel-generated jobs during 1985, ten thousand. Six states in all have fewer than twenty thousand such jobs in 1985.

Employment directly attributable to travel spending increased in all but two states: Louisiana and New Hampshire, which experienced declines of less than one percent. In comparison, total nonagricultural payroll employment decreased in six states, including the District of Columbia.

California experienced the largest absolute increase in travel-generated employment of 54 thousand jobs. Pennsylvania and Illinois followed, with gains of fourteen thousand jobs during 1985.

Table 9: Travel-Generated Employment, Share of Total Employment And Rank Among Private Industries, By State, 1985

State	Travel-Generated Employment (Thousands)	Share of Total Payroll Employment (Percent)	Travel-Generated Employment Rank
Alabama	38.6	2.7%	6
Alaska	12.8	5.5	1
Arizona	90.1	7.1	1
Arkansas	45.8	5.7	2
California	556.4	5.1	3
Colorado	103.8	7.3	1
Connecticut	41.3	2.6	11
Delaware	16.3	5.6	3
Florida	373.5	8.4	1
Georgia	100.2	3.9	5
Hawaii	57.6	13.6	1
Idaho	30.1	8.9	1
Illinois	152.1	3.2	5
Indiana	69.7	3.2	5
Iowa	51.6	4.8	2
Kansas	42.2	4.3	3
Kentucky	47.9	3.8	3
Louisiana	74.6	4.7	3
Maine	40.2	8.8	1
Maryland	86.2	4.6	3
Massachusetts	91.5	3.1	5
Michigan	136.3	3.9	5
Minnesota	106.1	5.7	2
Mississippi	33.6	4.0	3
Missouri	91.5	4.4	3
Montana	20.9	7.5	2
Nebraska	31.9	4.9	2
Nevada	141.6	31.8	1
New Hampshire	34.2	7.3	1
New Jersey	215.6	6.3	1

Table 9: Travel-Generated Employment, Share of Total Employment And Rank Among Private Industries, By State, 1985 (Continued)

State	Travel-Generated Employment (Thousands)	Share of Total Payroll Employment (Percent)	Travel-Generated Employment Rank
New Mexico	44.7	8.6%	1
New York	265.1	3.4	3
North Carolina	124.9	4.7	2
North Dakota	15.3	6.1	2
Ohio	138.2	3.2	8
Oklahoma	60.3	5.1	3
Oregon	59.8	5.8	3
Pennsylvania	194.8	4.1	2
Rhode Island	10.0	2.4	11
South Carolina	79.7	6.1	2
South Dakota	15.9	6.4	2
Tennessee	83.4	4.5	2
Texas	274.2	4.1	4
Utah	45.3	7.3	1
Vermont	31.5	14.1	1
Virginia	125.4	5.1	1
Washington	75.9	4.5	4
West Virginia	27.6	4.6	3
Wisconsin	109.3	5.5	2
Wyoming	19.3	9.4	1
District of Columbia	24.7	3.9	4
Total	$ 4,759.3	4.9%	2

Note: Details may not add to total due to rounding
Source: U.S. Travel Data Center

Table 10: 1985 U.S. Travel-Generated Employment
(Thousands of Jobs)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
Alabama	2.3	1.8	8.9	18.7
Alaska	3.2	0.7	2.4	4.8
Arizona	11.7	4.6	19.0	40.9
Arkansas	1.6	2.5	7.2	26.5
California	78.3	25.6	100.2	261.5
Colorado	10.8	3.3	18.6	51.7
Connecticut	11.4	4.4	5.8	12.2
Delaware	2.2	0.6	2.6	8.2
Florida	31.0	18.0	85.5	181.0
Georgia	6.9	6.4	22.7	49.0
Hawaii	4.5	2.6	20.5	21.5
Idaho	1.6	0.8	3.6	19.7
Illinois	30.2	6.7	30.1	55.9
Indiana	8.1	3.3	12.3	33.8
Iowa	5.2	2.8	7.5	27.5
Kansas	5.3	2.3	6.3	19.8
Kentucky	3.0	4.4	9.7	21.7
Louisiana	7.4	6.2	15.3	36.3
Maine	1.7	1.5	8.3	21.9
Maryland	19.2	2.6	10.6	39.8
Massachusetts	16.6	5.1	20.1	34.2
Michigan	18.4	6.1	24.6	62.3
Minnesota	11.0	4.5	17.8	53.5
Mississippi	1.9	1.8	6.1	17.4
Missouri	11.5	6.0	19.1	40.6
Montana	0.4	0.9	5.5	10.2
Nebraska	3.2	2.0	4.9	16.0
Nevada	6.1	3.9	25.4	40.9
New Hampshire	2.4	1.2	6.9	16.7
New Jersey	58.4	4.1	17.9	68.9

Table 10: 1985 U.S. Travel-Generated Employment (Continued)
(Thousands of Jobs)

State	Public Transportation	Auto Transportation	Lodging	Foodservice
New Mexico	4.2	1.8	7.7	23.4
New York	33.0	14.8	57.7	121.5
North Carolina	8.7	4.9	23.4	67.0
North Dakota	1.3	1.4	2.6	7.4
Ohio	19.8	7.9	23.3	64.1
Oklahoma	6.6	2.3	8.3	31.9
Oregon	4.4	2.6	10.1	32.9
Pennsylvania	27.4	8.4	33.4	92.6
Rhode Island	1.7	0.7	1.5	4.4
South Carolina	4.2	3.3	17.0	42.2
South Dakota	0.8	0.7	3.6	7.9
Tennessee	6.2	3.3	13.8	45.4
Texas	37.8	15.2	53.0	122.0
Utah	4.4	1.5	7.9	24.4
Vermont	0.9	0.7	4.6	19.4
Virginia	8.1	4.8	30.7	63.0
Washington	9.4	3.3	13.6	34.5
West Virginia	1.4	2.0	5.7	13.5
Wisconsin	4.8	3.7	18.0	58.0
Wyoming	1.4	0.6	4.8	8.9
District of Columbia	5.8	0.7	6.8	9.0
Total	567.3	220.9	892.7	2,206.3

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Table 10: 1985 U.S. Travel-Generated Employment (Continued)
(Thousands of Jobs)

State	Entertainment and Recreation	General Retail Trade	Travel Arrangement	Total
Alabama	3.5	2.6	0.8	38.6
Alaska	0.6	0.3	0.8	12.8
Arizona	7.1	4.3	2.4	90.1
Arkansas	5.0	2.6	0.4	45.8
California	41.0	24.7	25.1	556.4
Colorado	11.2	5.4	2.7	103.8
Connecticut	2.9	1.3	3.3	41.3
Delaware	1.6	0.8	0.4	16.3
Florida	29.6	18.6	9.9	373.5
Georgia	7.7	4.8	2.8	100.2
Hawaii	3.2	1.6	3.9	57.6
Idaho	2.7	1.4	0.4	30.1
Illinois	14.5	5.7	9.0	152.1
Indiana	6.9	3.9	1.5	69.7
Iowa	5.0	2.7	0.9	51.6
Kansas	4.7	2.4	1.4	42.2
Kentucky	5.7	2.7	0.7	47.9
Louisiana	4.8	3.4	1.2	74.6
Maine	4.8	1.8	0.3	40.2
Maryland	7.5	4.2	2.4	86.2
Massachusetts	5.2	3.2	7.2	91.5
Michigan	14.3	6.4	4.2	136.3
Minnesota	11.7	4.3	3.3	106.1
Mississippi	4.1	2.0	0.4	33.6
Missouri	7.2	4.1	3.1	91.5
Montana	2.2	1.2	0.4	20.9
Nebraska	3.7	1.6	0.6	31.9
Nevada	61.2	3.0	1.1	141.6
New Hampshire	4.8	1.6	0.6	34.2
New Jersey	53.6	6.9	6.0	215.6

Table 10: 1985 U.S. Travel-Generated Employment (Continued)
(Thousands of Jobs)

State	Entertainment and Recreation	General Retail Trade	Travel Arrangement	Total
New Mexico	4.7	2.2	0.6	44.7
New York	12.0	9.7	16.4	265.1
North Carolina	12.1	7.3	1.6	124.9
North Dakota	1.6	0.8	0.2	15.3
Ohio	13.1	6.6	3.5	138.2
Oklahoma	6.6	3.6	1.0	60.3
Oregon	5.8	2.5	1.6	59.8
Pennsylvania	17.0	9.7	6.2	194.8
Rhode Island	0.8	0.4	0.6	10.0
South Carolina	7.3	5.0	0.7	79.7
South Dakota	1.9	0.9	0.2	15.9
Tennessee	8.8	4.4	1.5	83.4
Texas	23.5	13.6	9.2	274.2
Utah	3.9	2.2	1.0	45.3
Vermont	4.2	1.4	0.3	31.5
Virginia	10.3	5.7	2.8	125.4
Washington	7.2	3.2	4.7	75.9
West Virginia	3.2	1.6	0.2	27.6
Wisconsin	17.4	5.1	2.3	109.3
Wyoming	2.3	1.0	0.2	19.3
District of Columbia	0.7	0.6	1.2	24.7
Total	502.2	217.0	152.9	4,759.3

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

1985 TRAVEL-GENERATED TAX RECEIPTS

Travel expenditures and the business and personal income they generate produce tax revenue for federal, state and local governments. U.S. travelers directly generated over $28 billion in tax revenue during 1985, up ten percent from 1984.

The 1984 estimates of state travel-generated tax receipts were revised based on the new state personal income data series recently published by the Commerce Department, U.S. Bureau of the Census. The 1985 and 1984 tax receipts estimates also incorporate new travel-related sales tax rates data. The revised 1984 esstimates are presented in Appendix E.

Table 11 shows the distribution of 1985 travel-generated tax revenue among levels of government. The federal government accounted for more than one-half of the tax revenue earned from travel spending during 1985. State governments received one-third, while local governments garnered twelve percent.

Table 11: Travel-generated Tax Receipts in the U.S., 1985

Level of government	Tax receipts (billions)	Percent of U.S. total	Percent change from 1984
Federal	$15.5	54.7%	10.6%
State	9.5	33.6	8.4
Local	3.3	11.7	10.9
U.S. total	$28.3	100.0%	9.9%
U.S. territories	*		
Foreign visitor-generated	1.5		
Grand total	$29.8		

* less than $0.05 billion
Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

It is interesting to compare this distribution with that for all tax revenue in the U.S. In fiscal 1985, the federal government accounted for 56 percent of all taxes collected in the U.S., more than its share of travel-generated taxes. Similarly, local governments collected 17 percent of all taxes for the year, more than their share of taxes from travel.

States, on the other hand, accounted for 27 percent of all tax collections, compared to their 34 percent share of travel-generated taxes. This indicates that state governments are considerably more aggressive in taxing travel-related activities than the federal government or local governments.

The 9.9 percent increase in travel-generated tax revenue for all governments in 1985 was slightly higher than the 9.4 percent growth in total tax revenue. Federal government tax collections rose nearly 9.5 percent nationally while federal tax revenue directly attributable to travel expenditures rose 10.6 percent. State tax revenue increased 9.4 percent nationally compared to an 8.4 percent rise in state travel-generated tax revenue. Total local government tax revenue grew 9.0 percent in 1985, nearly two percentage points below the 10.9 percent growth in travel generated tax revenue.

During 1985, each dollar of travel spending in the U.S. generated 6.4 cents in federal tax revenue, 3.9 cents in state tax revenue, and 1.4 cents in local taxes, for a total of 11.7 cents.

Overall, 1985 travel-generated tax receipts accounted for 3.5 percent of all tax revenue in America. The federal government received 3.4 percent of its tax collections from travel. State governments earned 4.4 percent and local governments, 2.5 percent, of all tax receipts from travel activity. This suggests states are considerably more dependent on travel and tourism for their tax revenue than other levels of government.

Based upon information supplied by territorial governments, the Data Center estimates that U.S. visitors to the territories generated $43 million in tax revenue. Foreign visitors produced $1.5 billion in tax revenue during 1985. The Data Center estimates that federal tax revenue generated by foreign visitor spending in the U.S. was approximately three-quarters of a billion dollars for the year.

All told, U.S. and foreign travelers in the fifty states, the District of Columbia and the U.S. territories generated $30 billion in tax revenue for U.S. governments, 3.7 percent of total tax revenue collections in the country. These tax receipts are the product of the tax structures and travel spending patterns.

Table 12 shows estimates of tax receipts generated by U.S. travelers in each of the states and the District of Columbia, by level of government, in 1985.

California led all other states with a total of $3.9 billion in travel-related tax collections. New York was second with $2.3 billion, and Florida was third with $1.9 billion. South Dakota showed the least amount of tax revenue attributable to travel in 1985, with only $51 million.

Table 12: 1985 U.S. Travel-Generated Tax Revenue ($ Millions)

State	Federal Tax Revenue	State Tax Revenue	Local Tax Revenue	Total
Alabama	$ 77	$ 71	$ 19	$ 166
Alaska	65	17	12	94
Arizona	241	187	46	475
Arkansas	74	80	18	172
California	2,128	1,149	622	3,898
Colorado	335	145	92	572
Connecticut	244	142	22	408
Delaware	57	15	2	74
Florida	968	814	159	1,942
Georgia	295	199	34	528
Hawaii	140	157	14	311
Idaho	47	45	5	97
Illinois	733	321	120	1,174
Indiana	184	143	47	373
Iowa	92	80	20	192
Kansas	104	62	18	185
Kentucky	111	113	7	231
Louisiana	206	182	66	454
Maine	63	70	13	146
Maryland	346	154	67	566
Massachusetts	401	209	54	664
Michigan	541	276	67	884
Minnesota	385	264	48	697
Mississippi	54	86	15	154
Missouri	375	175	43	593
Montana	30	19	8	56
Nebraska	70	52	25	148
Nevada	413	371	147	932
New Hampshire	73	25	14	113
New Jersey	1,092	470	131	1,692

Table 12: 1985 U.S. Travel-Generated Tax Revenue ($ Millions)
(Continued)

State	Federal Tax Revenue	State Tax Revenue	Local Tax Revenue	Total
New Mexico	$ 87	$ 65	$ 42	$ 194
New York	1,213	656	444	2,314
North Carolina	281	170	57	508
North Dakota	31	32	4	66
Ohio	475	257	187	919
Oklahoma	179	85	38	302
Oregon	129	44	32	206
Pennsylvania	611	382	70	1,063
Rhode Island	31	21	5	57
South Carolina	139	164	24	327
South Dakota	23	22	6	51
Tennessee	215	174	63	452
Texas	1,035	463	181	1,679
Utah	108	76	25	209
Vermont	49	62	11	122
Virginia	273	162	72	507
Washington	244	177	26	447
West Virginia	48	59	4	111
Wisconsin	199	206	34	439
Wyoming	35	23	14	71
District of Columbia	118	92	14	224
Total	$15,465	$ 9,484	$3,312	$28,261

Note: Details may not add to totals due to rounding
Source: U.S. Travel Data Center

APPENDICES

TRAVEL ECONOMIC IMPACT MODEL

Introduction

The Travel Economic Impact Model (TEIM) was developed by the U.S. Travel Data Center to provide annual estimates of the impact of the travel activity of U.S. residents on national, state and county economies in this country. It is a disaggregated model built upon estimates of 14 travel expenditure categories, their impact on 14 types of travel-related businesses at the retail level, and the resulting business receipts, employment, personal income, and tax receipts.

The TEIM has the capability of estimating the economic impact of various types of travel, such as business and vacation, by transport mode and type of accommodations used, and other trip and traveler characteristics. While the benchmark model estimates are primarily based on data gathered by the U.S. Bureau of the Census in 1977, it has been updated to provide estimates for succeeding years.

The TEIM has been used to develop estimates of 1977 and subsequent year travel expenditures and the effect of these expenditures on employment, payroll and tax revenue in each of the 50 states and the District of Columbia. The County Impact Component of the TEIM allows estimates of the economic impact of travel at the county and city level.

The estimates of economic impact contained herein were developed through a dBase III+ computer program designed by the staff of the U.S. Travel Data Center and operated on Data Center's personal computers.

Definition of Terms

There is no commonly accepted definition of travel in use at this time. However, the industry appears to be converging on the concept that travel involves all activity related to trips to places outside the traveler's home area, or more specifically, places 50 miles or more away from home, except for commuting to and from work.[1] However, the principal data sources for measuring travel activity levels, the U.S. Census Bureau's 1972 and 1977 National Travel Surveys and economic censuses, used different definitions. Since these are the only comprehensive, large-sample survey sources of the travel activity in the U.S., the definitions of travel in these surveys are adopted for the purposes of this report.

For the purposes of the estimates herein, "travel" is defined as activities associated with all overnight trips away from, and day trips to places 100 miles or more away from the traveler's origin. This definition is largely coterminous with the 50 mile definition, but each definition excludes activity included by the other. The TEIM definition includes all overnight trips regardless of distance away from home, but excludes day trips to places 50 to 100 miles away from home. The 50 miles definition excludes overnight trips to places less than 50 miles away from home, but includes day trips of one-way distances 50 to 100 miles. Given these differences, it appears a priori that the total volume of expenditures associated with each definition is quite similar.

The word "tourism" is avoided in this report because of its vague meaning. Some define tourism as all travel away from home while others use the dictionary definition which limits tourism to personal or pleasure travel.

The "travel industry," as used herein, refers to the collection of 14 types of businesses that provide goods and services to the traveler or potential traveler at the retail level (see Appendix B: Glossary of Terms). These business types are defined by the Office of Management and Budget in its system of Standard Industrial Classifications (SIC).[2] In each case, the relevant SIC code is included.

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[1]See National Tourism Resources Review Commission, Destination U.S.A., Volume 2: Domestic Tourism, U.S. Government Printing Office, Washington, D.C., 1973, pp.4-5; Frechtling, Douglas C., "Proposed Standard Definitions and Classifications for Travel Research," Marketing Travel and Tourism, Seventh Annual Conference Proceedings, The Travel Research Association, Salt Lake City, 1976, pp. 59-73.

[2]Office of Management and Budget, U.S. Executive Office of the President, Standard Industrial Classification Manual, 1972, U.S. Government Printing Office, Washington, D.C., 1973, 649 pp.

A "travel expenditure" is assumed to take place whenever a traveler exchanges money for an activity considered part of his trip. Total travel expenditures are separated into 14 categories representing traveler purchases of goods and services at the retail level. Travel expenditures are allocated among states by simulating where the exchange of money for goods or services actually took place. By their nature, some travel expenditures are assumed to occur at the traveler's origin, some at his destination, and some enroute.

"Economic impact" is represented by measures of spending, employment, payroll, business receipts and tax revenues generated by traveler spending. "Payroll" includes all forms of compensation, such as salaries, wages, commissions, bonuses, vacation allowances, sick leave pay and the value of payments in kind paid during the year to all employees. Payroll is reported before deductions for social security, income tax insurance, union dues, etc. This definition follows that used by the U.S. Census Bureau in the 1977 Census of Service Industries.[3]

"Employment" represents the number of jobs generated by traveler spending, both full and part-time. As such, it is consistent with the U.S. Department of Labor series on nonagricultural payroll employment.[4] "Tax revenues" include corporate income, individual income, sales and gross receipts, and excise taxes by level of government.[5] "Business receipts" reflect travel expenditures less the sales and excise taxes imposed on those expenditures.

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[3]U.S. Bureau of the Census, Census of Service Industries, 1977, Area Series, United States, U.S. Government Printing Office, Washington, D.C., 1979, p. A3.

[4]U.S. Department of Labor, Handbook of Labor Statistics, 1975, U.S. Government Printing Office, Washington, D.C., 1979, p. A3.

[5]Advisory Commission on Intergovernmental Relations, State-local Finances: Significant Features and Suggested legislation, 1972 U.S. Government Printing Office, Washington, D.C., 1972, passim, and later editions.

Description of the Model[6]

The basic data on travel activity levels (e.g., number of miles traveled by mode of transportation, the number of nights away from home spent by type of accommodation) are available from the 1977 National Travel Survey.[7] Through the TEIM's National Travel Expenditure Component (NTEC), the activity levels for trips to places within the United States are combined with the appropriate average costs of each unit of travel activity, (e.g., cost per mile by mode of transport, cost per night by type of accommodation), to produce estimates of the total amount spent on each of 14 categories of travel-related goods and services by state. For example, the number of nights spent by travel parties in commercial lodging in Maryland is multiplied by the average cost per night per travel party of staying in a commercial lodging facility in Maryland to obtain the estimate of traveler expenditures for hotel, motel and tourist court accommodations.

The expenditure data resulting from the NTEC cover only those trips to places 100 miles or more away from home, the basic trip definition used in the 1977 National Travel Survey (NTS). Consequently, these results understate U.S. travel expenditures on all overnight trips and day-trips of 100 miles for two reasons. First, only 100-mile trips are included in the 1977 NTS and the expenditure estimates based upon it. Second the 1977 NTS may have underestimated travel activity, with resulting expenditure estimates based upon it underestimated as well.

In order to correct for these potential sources of underestimation, the results of the NTEC for each state are calibrated using estimates provided by the U.S. Census Bureau's 1977 Census of Service Industries (CSI).[8] The NTEC estimates of traveler spending for commercial accommodations are compared to the CSI estimates of hotel/motel receipts from room rentals, and the state travel expenditure estimates for each category are adjusted by the ratio of the CSI estimates of hotel/motel room rental receipts in a state to the NTEC estimates of travel spending on commercial accommodations in the state. The results are adjusted travel expenditures in each of the 14 categories for

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[6]For a detailed description of the TEIM, including equations and data sources, see Frechtling, Douglas C., et. al., Travel Economic Impact Model, Volume I: Final Economic Analysis Methodology, U.S. Travel Data Center, Washington, D.C., 1975. 108 pp.

[7]U.S. Bureau of the Census, 1977 Census of Transportation, National Travel Survey, U.S. Government Printing Office, Washington, D.C., 1979, 362 pp.

[8]U.S. Bureau of the Census, 1977 Census of Service Industries, Geographic Area Series, U.S. Government Printing Office, Washington, D.C., 1979.

each state, which represent expenditures on overnight trips away from home, and day trips to places 100 miles or more away from home.

The Economic Impact Component of the TEIM estimates travel-generated business receipts, employment, and payroll. Basically, the 14 types of travel expenditures are associated with 14 different types of travel-related businesses. For example, traveler spending on commercial lodging in a state is related to the business receipts, employment and payroll of hotels, motels and motor hotels (SIC 701) in the state. It is assumed that travel spending in each category, less sales and excise taxes, equals business receipts for the related business type as defined by the U.S. Census Bureau.

It is assumed that each job in a specific type of business in a state is supported by some amount of business receipts and that each dollar of wages and salaries is similarly supported by some dollar volume of business receipts. The ratios of employment to business receipts are computed for each industry in each state. These ratios are then multiplied by the total amount of business receipts generated by traveler spending in a particular type of business to obtain the measures of travel- generated employment and payroll of each type of business in each state. For example, the ratio of employees to business receipts in Maryland commercial lodging establishments is multiplied by traveler-generated business receipts of these establishments to obtain traveler-generated employment in commercial lodging. A similar process is used for the payroll estimates.

The Fiscal Impact Component of the TEIM is used to estimate traveler-generated tax revenues of federal, state and local governments. The yield of each type of tax is related to the best measure of the relevant tax base available for each state consistent with the output of the Economic Impact Component. The ratios of yield to base for each type of tax in each state is then applied to the appropriate primary level output to obtain estimates of tax receipts generated by travel. For example, the ratio of Maryland State personal income tax collections to payroll in the state is applied to total travel-generated payroll to obtain the estimate of state personal income tax receipts attributable to traveler spending in Maryland.

The 1977 benchmark estimates of travel expenditures, and travel-generated employment, payroll and federal, state and local tax revenue, are up-dated for each successive year. Data from the U.S. Bureau of the Census, the Federal Aviation Administration, the Department of Transportation, Amtrak, the American Bus Association, the Federal Highway Administration, state revenue departments, the Data Center's National Travel Survey and other sources are used for this purpose. These data indicate the change in travel spending for each of the expenditure categories for each state over the previous year, as well as changes in the relationship of travel spending to employment, payroll and tax revenue.

Limitations of the Study

This study is designed to indicate the impact of U.S. traveler expenditures on employment, payroll, business receipts and tax revenue in each of the states. These impact estimates reflect the limitations inherent in the definition of travel expenditures. Two important classes of travel-related expenses have not been estimated due to lack of sufficient data. Consumers purchase certain goods and services in anticipation of a trip away from home. These include sports equipment (tennis racquets, skis, scuba gear, etc.), travel books and guides, and services such as language lessons and lessons for participatory sports (tennis, skiing, underwater diving, etc.). Although the magnitude of these purchases in preparation for a trip cannot be quantified, it is probably significant relative to overall travel expenditures.

The second type of spending not covered due to lack of sound, relevant data is the purchase of major consumer durables generally related to outdoor recreation on trips. While recreational vehicles (campers, motor homes, trailers and mobile homes) are covered, spending for boats and boating supplies, and off-road recreational vehicles such as trail bikes, dune buggies and snowmobiles are not. Further research is required in this area to estimate the average spending on items such as these by travelers.

Certain states generate peculiar spending behavior relative to others. For example, traveler expenditures on gaming in Nevada comprise a substantial portion of tourist receipts, and contribute heavily to the state's economy. Data on such unusual spending is virtually unavailable, and thus these activities are not reflected in these estimates at this time.

Moreover, the TEIM records travel expenditures only for those states where travelers spent the night, originated, or were destined. Due to the nature of the Census Bureau's 1977 National Travel Survey, expenditures could not be allocated to states passed through in a single day. It is believed these expenditures may be quite significant to certain "bridge" states between major population concentrations and major destinations.

The trip definition inherent in this study also limits the estimates of economic impact somewhat. Specifically excluded are the economic effects of U.S. traveler expenditures in this country pursuant to traveling to a foreign destination. Also excluded is the impact of day-trips to places less than 100 miles from home. While these latter trips may be quite numerous, intuitively, they appear to involve little economic impact since lodging expenditures and virtually all common carrier spending are excluded. Meal, entertainment and recreation expenditures on these trips also seem relatively insignificant.

These travel expenditures and impact estimates are based on household surveys of travel activity. Consequently, they are

subject to all of the sampling and non-sampling errors inherent in sample surveys.

Most travel expenditure data collected is on a "type of purchase" rather than "point of purchase" basis. This means there is some incongruity in matching spending on different goods and services while traveling with the receipts, employment and payroll of different types of businesses. For example, all spending for meals is assumed to take place in eating and drinking places (SIC 58), whereas some may actually occur in hotels or other commercial lodging places (701). This inconsistency does not appear to introduce major errors in the calculations and can only be corrected upon collection of point-of-purchase expenditure data.

APPENDIX B: GLOSSARY OF TERMS

Automobile Transportation Expenditure. This category includes a prorate share of the fixed costs of owning an automobile, truck, camper, or other recreational vehicle, such as insurance, license fees, tax, and depreciation costs. Also included are the variable costs of operating an automobile, truck, camper, or other recreational vehicle on a trip, such as gasoline, oil, tires, and repairs. The costs of renting an automobile or other motor vehicle are included in this category as well.

Automobile Transportation Industry. Automotive dealers and gasoline service stations (SIC 55); automotive rental and leasing without drivers (751).

Entertainment/Recreation Expenditure. Traveler spending on recreation facility user fees, admissions at amusement parks and attractions, attendance at nightclubs, movies, legitimate shows, sports events, and other forms of entertainment and recreation while traveling.

Entertainment/Recreation Industry. Amusement and recreation services (SIC 79) and motion picture theaters (783).

Food Expenditure. Traveler spending in commercial eating facilities and grocery stores or carry-outs, as well as on food purchased for off-premise consumption.

Foodservice Industry. Eating and drinking places (SIC 58).

General Retail Trade Industry. This sector is defined to receive incidental purchases by travelers. It includes general merchandise group stores (SIC 53) and miscellaneous retail stores (59).

Incidental Purchase Expenditure. Traveler spending on retail trade purchases including gifts for others, medicine, cosmetics, clothing, personal services, souvenirs, and other items of this nature.

Incidental Purchase Industry. See "General Retail Trade Industry.

Lodging Industry. This industry includes hotels, motels, and motor hotels (SIC 701), camps and trailers parks (703), and general building contractors -- residential buildings (152) and operative builders (1531).

Public Transportation Expenditures. This includes traveler spending on air, bus, rail and boat/ship transportation, and taxicab or limousine service between airports and central cities. Also included are expenditures on "other transportation" as indicated in the 1977 National Travel Survey.

Public Transportation Industry. Air transportation (SIC 45), taxicab companies (412), intercity highway passenger transportation (413), National Railroad Passenger Corporation (Amtrak), and water transportation (44 except 4411). Also is the "dummy" industry of "other transportation."

Tourism. Generally avoided in this study, this can be used to refer to pleasure or personal travel, a subset of travel.

Travel. The act of taking a "trip" (gg.v).

Travel Arrangement Industry. This includes travel agencies, tour operators, and other services in arranging passenger transportation, and is covered under SIC 4722.

Traveler. Person taking a "trip" (gg.v).

Travel Expenditure. The exchange of money or the promise of money for goods or service while traveling, including any advance purchase of public transportation tickets, lodging or other items normally considered incidental to travel, but which may be purchased in advance of the trip. In addition, certain of the "fixed" or capital costs of owning a motor vehicle (including campers, motor homes, etc.) or a vacation or second home are included as associated with taking a trip. Generally, expenditures are assumed to take place at the point where the good or service is bought while traveling. The two exceptions to this rule are that the fixed costs of operating a motor vehicle while on a trip are allocated to the traveler's area of residence, and the "imputed rent" of spending nights in the traveler's own vacation home are allocated to the area visited.

Travel-generated Employment. The number of jobs attributable to travel expenditures in an area. These estimates of employment follow the "establishment payroll survey definition" rather than the "household survey definition." Consequently, the TEIM estimates are more closely related to the number of jobs than to the number of employees. For a detailed description of the household and establishment survey differences, see Green, Gloria P., "Comparing Employment Estimates from Household and Payroll Surveys," Monthly Labor Review, Volume 92, No. 12, December, 1969.

Travel-generated Payroll. This is the payroll, or wage and salary income, attributable to travel expenditures in an area. Payroll includes all forms of compensation, such as salaries, wages, commissions, bonuses, vacation allowances, sick leave pay, and the value of payments in kind (such as free meals and lodgings) paid during the year to all employees. Trips and gratuities received by employees from patrons and reported to employers are included. For corporations, it includes amounts paid to officers and executives; for unincorporated businesses, it does not include profit nor other compensation of proprietors or partners. Payroll is reported before deductions for social security, income tax, insurance, union dues, etc.

Travel-generated Tax Receipts. These federal, state and local tax revenues attributable to travel in an area. For a given state locality, all or some of the taxes may apply. "Local" includes county, city or municipality, and township units of government actually collecting the receipts, and not the level that may end up receiving it through intergovernmental transfers.

Federal. These receipts include corporate income taxes, individual income taxes, employment taxes, gasoline excise taxes, and, airline ticket taxes.

State. These receipts include corporate income taxes, individual income taxes, sales and gross receipts taxes, and excise taxes.

Local. These include county and city receipts from individual and corporate income taxes, sales, excise and gross receipts taxes, and property taxes.

Travel-generated Wage and Salary Income. The same as "travel-generated payroll."

Trip. A trip occurs, for the purpose of the model, every time one or more persons goes to a place 100 miles or more away from home in one day, or is out-of-town one or more nights, and returns to his origin. Specifically excluded from this definition are: (1) travel as part of an operating crew on a train, plane, bus, truck or ship; (2) commuting to a place of work; (3) student trips to school or those taken while in school. Also excluded is foreign travel activity in the U.S.

Visitor. This term is usually limited to special studies of individual cities or metropolitan areas. It includes those not residing in the area under study who travel away from home overnight or on a day trip of 200 round-trip miles or more and visit the area. As a general rule, total travel impact on an area less the impact of area residents equals visitor impact.

Industries Providing More Jobs than Travel, by State, 1985 (see Table 9)

State	Industry SIC codes*
Alabama	23,50,58pt.,73,80
Arkansas	80
California	73,80
Connecticut	34,35,36,37,50,54,58pt.,63,73,80
Delaware	28,80
Georgia	22,50,73,80
Illinois	50,58pt.,73,80
Indiana	33,36,37,80
Iowa	80
Kansas	37,80
Kentucky	58pt., 80
Louisiana	13,80
Maryland	73,80
Massachusetts	35,36,73,80
Michigan	37,58pt.,73,80
Minnesota	80
Mississippi	23,80
Missouri	58pt.,80
Montana	80
Nebraska	80
New York	63,80
North Carolina	22
North Dakota	80
Ohio	34,35,37,50,58pt.,73,80
Oklahoma	13,80
Oregon	24,80
Pennsylvania	80
Rhode island	22,36,39,50,54,58pt.,59, 73,80,82
South Carolina	22
South Dakota	80

Industries Providing More Jobs than Travel, by State, 1985 (see Table 9)--Continued

Tennessee	80
Texas	50,73,80
Washington	37,58pt.,80
West Virginia	12,80
Wisconsin	80
District of Columbia	73,80,86
Total U.S.	80

*Key to SIC codes is on following page.
Source: U.S. Travel Data Center

Key to SIC codes

Mining
12 Bituminous coal and lignite mining
13 Oil and gas extraction

Manufacturing
22 Textile mill products
23 Apparel and other textile products
24 Lumber and wood products
28 Chemicals and allied products
33 Primary metal industries
34 Fabricated metal products
35 Machinery, except electrical
36 Electric and electronic equipment
37 Transportation equipment
39 Miscellaneous manufacturing industries

Retail trade
50 Wholesale trade-durable goods
54 Food stores
58pt. Eating and drinking place sales to residents
59 Miscellaneous retail.

Finance, insurance and real estate
63 Insurance carriers

Services
73 Business services
80 Health services
82 Educational services
86 Membership organizations

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The 1984 estimates of state travel-generated tax receipts have been revised from those appearing in the 1984 Impact of Travel on State Economies report due to a major revision of the personal income data series published by the Commerce Department, U.S. Bureau of the Census. The 1985 and 1984 estimates also incorporate new data on travel-related state sales tax rates gathered through a comprehensive survey of state revenue departments conducted by the U.S. Travel Data Center in March 1987.

The following table shows revised estimates of federal, state, and local travel-generated tax revenue in each of the states during 1984. These estimates are directly comparable to 1985 estimates presented earlier in this report.

Table E1: 1984 U.S. Travel-Generated Tax Revenue ($ Millions)

State	Federal Tax Revenue	State Tax Revenue	Local Tax Revenue	Total
Alabama	$ 70	$ 67	$ 17	$ 154
Alaska	64	18	9	91
Arizona	206	167	39	412
Arkansas	71	74	18	163
California	1,840	1,016	531	3,387
Colorado	332	143	82	556
Connecticut	224	132	21	376
Delaware	47	13	2	61
Florida	897	776	146	1,820
Georgia	269	188	32	489
Hawaii	129	138	13	279
Idaho	45	42	5	92
Illinois	652	298	107	1,057
Indiana	168	135	43	346
Iowa	84	74	18	176
Kansas	98	58	17	173
Kentucky	106	111	6	223
Louisiana	207	166	66	439
Maine	57	64	11	132
Maryland	303	137	57	496
Massachusetts	369	192	51	611
Michigan	446	253	59	758
Minnesota	346	263	45	654
Mississippi	50	79	13	142
Missouri	342	167	42	551
Montana	29	16	7	52
Nebraska	69	51	24	145
Nevada	370	347	136	853
New Hampshire	70	25	14	108
New Jersey	907	419	116	1,442

Table E1: 1984 U.S. Travel-Generated Tax Revenue ($ Millions)
(Continued)

State	Federal Tax Revenue	State Tax Revenue	Local Tax Revenue	Total
New Mexico	$ 81	$ 62	$ 40	$ 183
New York	1,185	613	416	2,214
North Carolina	254	161	52	467
North Dakota	29	30	4	63
Ohio	442	247	177	865
Oklahoma	170	75	35	280
Oregon	120	40	29	189
Pennsylvania	550	350	62	962
Rhode Island	26	20	4	50
South Carolina	121	140	22	283
South Dakota	22	22	5	50
Tennessee	177	150	47	373
Texas	972	407	167	1,546
Utah	91	74	24	189
Vermont	45	56	11	112
Virginia	237	147	62	446
Washington	224	161	23	408
West Virginia	46	58	4	107
Wisconsin	184	202	29	415
Wyoming	33	22	13	69
District of Columbia	108	84	13	205
Total	$13,984	$ 8,746	$2,986	$25,716

Note: Details may not add to totals due to rounding
Source: U.S. Travel Data Center